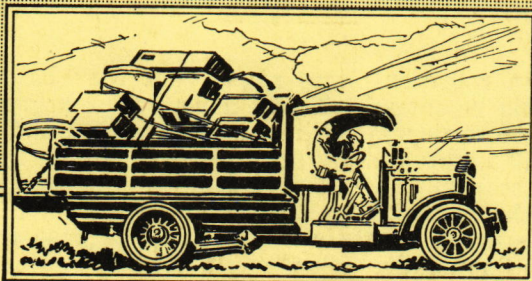
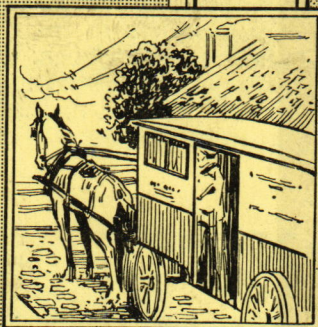
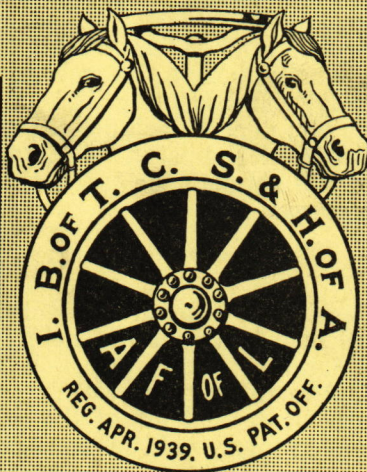
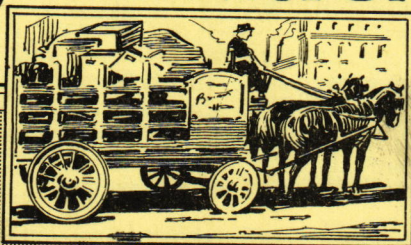


JULY, 1940

Official Magazine
**INTERNATIONAL BROTHERHOOD
TEAMSTERS - CHAUFFEURS
STABLEMEN & HELPERS
of AMERICA**



NO INSTITUTION can give out more than it takes in. Corporations that increased their expenditures by willfully ravaging their contributors or stockholders went bankrupt during the smash. Corporations with large reserves that were generously and amply provided for, weathered the unpleasant storms of business depression. The same is true of a trade union. First, the Trade Union, if properly handled and carefully managed, can survive if it is given the proper and the necessary revenues to work on. The first duty devolving upon members is to select delegates to make the laws of the International Union who are intelligent, trustworthy, sincere, and who have the ability of selecting only men of proven ability to guide the affairs of the International Union. Any member in good standing properly qualified in accordance with our laws, if he is a member in continuous good standing month after month for a period of one year, has the right to aspire to any office within the local union or the International Union. Of course experience is worth a great deal in handling the affairs of a local or the International; but on some individuals unfortunately experience seems to have very little effect, because of their mental capacities. Due to a lack of the power to absorb conditions as they obtain from day to day and from year to year, some persons remain in a rut and never progress. Those individuals cannot and should not be selected to make the laws or to govern the affairs of either local unions or the International Union.

•

AFTER you select the proper kind of individuals to be your delegates to the next convention, who will have the welfare of one-half million of our members in their charge and keeping, it is my judgment, based on years of experience, that you should instruct them, first, to increase the revenue of the International Union substantially; and next, to go instructed to vote for and maintain and support the establishment of a mortuary or death benefit for our members.

•

NINETY-EIGHT per cent of the National and International Unions have a mortuary or death benefit and it has helped them in many ways. First, it has helped the families of the deceased members; next, it has helped bind the individual member more closely to his union; and next, it has encouraged the wife or dependents of the member to see to it that the member keeps his dues properly paid in accordance with the laws.

•

SOME local union representatives argue that they have a local benefit and that should be enough. That's a very poor argument because we have found in the last depression many local unions had their treasuries wiped out by bank failures or failures of other kinds. I have in mind at this writing one local union which had over five hundred thousand dollars in assets before the financial crash of 1929, and I have seen them since then levy an assessment on their membership because they were almost down to the cloth financially.

● OFFICIAL MAGAZINE ●

INTERNATIONAL BROTHERHOOD of TEAMSTERS, CHAUFFEURS STABLEMEN AND HELPERS

Vol. XXXVII

JULY, 1940

No. 8

Office of Publication
222 E. Michigan Street.....Indianapolis, Ind.
Daniel J. Tobin, Editor

Entered as second-class matter, February 23, 1906,
at the postoffice at Indianapolis, Ind., under the
Act of Congress of March 3, 1879.

Acceptance for mailing at special rate of postage
provided for in Section 1103, Act of October 2, 1917,
authorized on July 8, 1918.

SUBSCRIPTION RATES

Per Annum.....\$2.00 | Single Copies 20 Cents
(All Orders Payable in Advance)

Correspondents writing matter for the Magazine
should write on one side of paper only and sepa-
rate from all other business. Address all commu-
nications to International Brotherhood of Team-
sters, Chauffeurs, Stablemen and Helpers, Daniel
J. Tobin, President and Editor, Room 303, 222 E.
Michigan St., Indianapolis, Ind.

Published monthly by the International Broth-
erhood of Teamsters, Chauffeurs, Stablemen and
Helpers, under the supervision of the General
Executive Board.

GENERAL EXECUTIVE BOARD

General President, DANIEL J. TOBIN, 222 E.
Michigan St., Indianapolis, Ind.
General Secretary-Treasurer, THOMAS L.
HUGHES, 222 E. Michigan St., Indianapolis, Ind.
First Vice-President, M. J. CASHAL, Room 1305,
265 West 14th Street, New York, N. Y.
Second Vice-President, JOHN P. McLAUGHLIN,
536 Bryant St., San Francisco, Calif.
Third Vice-President, LESLIE G. GOUDIE, 216
S. Ashland Blvd., Chicago, Ill.
Fourth Vice-President, JOHN GEARY, 1003 Beech
St., St. Paul, Minn.
Fifth Vice-President, D. J. MURPHY, 3546 Page
Blvd., St. Louis, Mo.
Sixth Vice-President, JOHN J. CONLIN, 89 Adams
St., Hoboken, N. J.
Seventh Vice-President, THOMAS J. FARRELL,
217 West 12th St., Cincinnati, Ohio.

TRUSTEES

NATHANIEL J. LANNAN, 362 Park St., Dor-
chester, Mass.
MILTON DOLL, 217 W. 12th St., Cincinnati, Ohio.
JOHN O'BRIEN, 4217 South Halsted St., Chicago,
Ill.

Meet the Teamsters!

You will probably recognize them more readily as the truck-drivers, since their younger members would not know which end of a mule to put the gasket on, but they can back a Diesel semi-trailer into a space which the average automobile drivers would regard as scant to even head into. They are the largest member union of the AFL, numbering 450,000 and have just begun to grow.

Some other unions that have an older history and are solidly organized have reached the peak of their membership possibilities, but the Teamsters, with nearly half a million members, are only at the beginning of their career. The machine age may see fewer and fewer men employed and turning out more work than ever before, but we can always expect to see a driver on every truck and we cannot imagine a string of trucks being driven by remote control.

Your columnist has but little acquaintance with the silent and hard-working membership of the Teamsters, but a very keen appreciation and knowledge of their president, Daniel Tobin, who is in our opinion the foremost and most able of American labor executives.

Their monthly magazine is among our exchanges, an unobtrusive little 16-page publication, scarcely larger than an old-fashioned almanac, but the first eight pages are packed with the best labor editorials in any American labor publication. With all due respect to other labor editors, Daniel Tobin of the Teamsters is, in our

(Continued on Page 15)



EDITORIAL



(By DANIEL J. TOBIN)

OUR job is to centralize all of our energy, our power and our intelligence in our convention. Organized labor is on the verge of perhaps the greatest danger with which it has been faced in all of its existence. As I stated in my radio address on May 13, Labor has been destroyed in every country of the world with the exception of England, and today it is practically set aside in England because of the dangers surrounding that country. We may not get into this war. No one can tell. It is not a certainty that we can stay out indefinitely, especially if England is overthrown and a settlement is made based on the preservation of the English navy to be turned over to the Germans and a part of Canada being conceded to Germany. These statements may seem extravagant, but if I had made the statement a year ago that Germany would destroy every country in Europe, including France, it would also have been considered extravagant. There is nothing impossible in world affairs at this writing. We can only hope and trust that we have begun to prepare our country in time. It is foolish to say we can get into the war right now. It would take us nearly two years to prepare an army, and then to get them over there would be another question. If you do not know this fact let me state to you now that English bottoms—which means English ships—carried over from our country eighty-six per cent of the million and a half men we sent over in the last war, with all their equipment and supplies. The war will be settled one way or another inside of two years because its destructiveness has moved faster than even the greatest dreamer could contemplate.

Our job is to fill the place in life in which we are placed, and that job now is to try and strengthen our organization by enacting laws in the next convention of our Brotherhood which will fortify us against many conditions now obtaining. Amongst them is the establishment of a national tie in our headquarters to prevent dissatisfied groups from leaving us, by the creation of a substantial mortuary benefit. Second, by the enactment of laws giving the power to the head of the organization, subject to reversal by a majority of the General Executive Board, to remove any and all wrongdoers such as racketeers or near racketeers, or strong-armed men, if there be any in our organization. Third, much as I have opposed in the past centralizing power in any one man, conditions have changed, and centralized power must be placed in the head of this organization because of court cases—the right to appoint trustees and receivers, the right to appoint organizers with graduated salaries and to remove or change such officers, and the right to do many other things. This power must be given the head of the organization, no matter who he is, if this organization is to continue to function under our present-day laws and changed conditions. There is as much difference between conditions surrounding this organization now and twenty-five years ago as there is between day and night. This organization will have to select, without consideration of locality, its ablest men to lead it in the future. Those under suspicion of wrongdoing bring taint and disgrace to the thousands of honorable men who hold membership in our union, and those characters should be given no consideration by the local unions. And if through underhand methods

they force themselves on the local unions, by dishonest elections or threats, the head of the International Union should have the power to remove them, even against the protest of the rank and file of the so-called membership who are afraid in some instances to exercise their best judgment. A separate fund should be set up to protect weak unions against the onslaughts of employers' associations, individual employers, and lawyers who are unscrupulous and clever. Emergency powers should be granted to the head of this organization to exercise that power in behalf of our membership when that membership is threatened by any of the agencies which will fight us with a determination to destroy us before another convention rolls around. To do this the representatives to the convention must be unselfish and not desire to hold all their collections in the local funds, but must substantially raise the income to the International Union for the purposes enumerated above and for many other purposes that cannot be stated here. Bear this in mind; that your local union will not last long if the International organization or the general labor movement is weakened and rendered helpless.

Send to the convention delegates who have courage, who are fearless, who have, above all, honesty and intelligence. Instruct them to set aside any sentimentality that may prevail within them, such as considering oldtimers who have served faithfully in the years past. The situation is grave and dangerous, and don't let us wait too long. While I have the greatest reverence and respect for men who rendered service in the years past, younger men, men of ability who are posted in the affairs of our everyday trade union movement and are informed on our political and business conditions—those are the men who should be selected to handle the affairs of this International Union. If England is destroyed—which I hope it will not be—it is because it held on too long to the oldtimers who were willing to sit in a chair and find fault with someone who had a constructive idea, and draw their salaries while smoking their pipes. Pipe smokers or sentimentalists will not save the American Labor Movement, which is the very backbone and the salvation of the homes of millions of workers. Hitler, whom we detest because of his brutality—and when we speak of Hitler we do not speak of the German people—even if he was set back now, which there is no sign of, has brought Germany out of a condition of chaos in a few years, to one of the most powerful nations the world has ever seen. No matter what our thoughts are, the facts are that Hitler set aside all the old pipe-smoking, story-telling fogies and surrounded himself with brains wherever he found brains and courage, and those qualities were found amongst men under the age of fifty. You can hold in reserve the experience of the old officers and members, to be used whenever you desire to call upon it, but the conditions confronting us today are so serious, I repeat, that only the wisest thinkers and men of action and courage and honesty can save our International Union from disintegration and perhaps destruction, and that goes for the whole Labor Movement, which is now dangerously split up and weakened.

Therefore the need of sending your best men to the convention, who will rewrite the entire constitution of the International Union embodying some of the suggestions contained here and many other necessary changes which are needed so badly that it is impossible to convey the seriousness of what confronts us to our membership through the columns of this Journal. If you do as requested above, not for my sake but for your sake, your union will continue to prosper and to grow. I have faith and confidence in the membership of this Union and I believe you will find a

way to send your best men, who will endeavor to reconstruct the whole working machinery of the International Union.

AS NEARLY as we can find out, Labor—the American Federation and the CIO—was not consulted by the President when he decided to select Sidney Hillman, a Garment Worker, to be the representative of all of Labor in the Industrial Advisory Commission set up by the President. Another instance of where Labor is cutting its own throat because of the division within its own ranks. This does not mean that Sidney Hillman is without brains. But Labor will feel it should be consulted.

This writer has repeatedly shown where Labor is destroying itself, and will continue to destroy itself, by the continuation of the division within Labor. The legislation now on the statute books will perhaps be destroyed after the election, in the next session of Congress, or, as I have said more than once, it will be so thoroughly amended downward that its beneficial results will be nil. The President and Congress are standing aside letting Labor fight its own battles, and they say with some truth, "What can we do? If we appoint or favor the procedure suggested by you the other side will object, and vice versa." Isn't this cruelly unjust to the rank and file of the workers? The CIO has had its day in court and it has had some favors, but from now on it can watch the ball carefully, because it is liable to suffer by being given less and much less consideration.

No man can render the service needed by our Government in these crucial times in Hillman's position unless he has the backing and confidence of at least the majority of the organized workers, no matter how clever he may be. It is a tough spot in which to place any man. Sidney Hillman no doubt understands his own trade, the Garment Workers, but in his position he will perhaps be asked to make suggestions and map out a policy pertaining to the Metal Trades, who are engaged in ship building and in airplane building; also the Building Trades, and also the large groups of Transport Workers, including the Teamsters' one-half million truck drivers. To get any policy working successfully men must believe in and back up the individual who proposes that policy. Consequently, if the representatives of the A. F. of L. and the CIO were called in conference and their advice and opinions obtained after three or four names had been placed before them, and even if they reached no agreement—if the President then appointed some individual, at least he would have the argument that he consulted those groups and they failed to agree, but from out of their suggestions he could have selected his man. Then that man would have what he needs very much in this important position as spokesman for all of Labor, something like the confidence of Labor. We only sincerely regret that there is a division in Labor which brings about the condition referred to above, at a time when the world is in a dangerous condition and when the Labor Movement in our own country may be called upon to struggle for the freedom that it has taken them half a century to obtain.

AT THIS writing it has just come over the wires that France has sued Germany for peace. That means that any terms laid down by the conqueror of France, the Dictator of Germany, will perhaps have to be accepted by the people of France. From all indications now the only country left to fight for a continuation of our present civilization is England. All unions are crushed in every country that has been conquered

by the three dictators, Stalin, Hitler and Mussolini. The leaders of American Labor and of American capital should be exceptionally careful and exceedingly grateful that we still have left in our country that freedom for which we have fought for so many years. As I have stated over the radio and as I now state, it will be difficult for this country to stand alone, especially if England is conquered. Even if England is successful, after continued fighting, in making a settlement, the Trade Union Movement and the wealth of England will be destroyed. Every industry will be taxed all that it can bear in every country in Europe, in order to meet the destruction and expense of this war. The clutch of the conqueror will be on the throat of those conquered for the next fifty years. The picture looks black, exceedingly black, for the friends of freedom in our country. The capitalistic system, which means that one can own private property and do with it as he pleases or that he can regulate his profits or charges—all that will be abolished in every country in Europe, and the manufactured goods will be dumped on every market of the world, thereby breaking down American prices. How then can American industry and Labor hold up wages and profits under such world demoralization of business and industry? In addition to this, the very freedom of which we now boast will be attacked by every country in the world that has been trampled upon by the oppressors. Labor and capital should begin immediately to realize the dangers confronting us and should do nothing to stop work at this particular time when our Government is endeavoring to do everything to increase production to the end that we may be in some shape to defend ourselves at the end of the two-year period, because it will take at least two years for us to get anywhere towards properly building up a necessary defense. It is the opinion of this writer that labor unions that go on strike and thereby retard production or in any other way embarrass our Government during these years when we are building up our defense to meet the aggressor—those unions will be considered as a menace to our Government, in my judgment, unless conditions change from what they appear to be now. Employers who refuse to deal with unions or who force a stoppage of work by arbitrary actions, or who in any way deprive the workers of their rights, or who take advantage of the workers—such employers will undoubtedly be considered a dangerous liability to our American civilization and will undoubtedly be taken in charge by Governmental authorities. If employers and unions refuse to get together and reach an agreement, each side making some sacrifices, it is my judgment because of the dangers now confronting us that the national government will insist on compulsory arbitration until the world is again set back on its feet, if it ever will be set back to where it was a few years ago.

I therefore counsel and caution our membership to realize that there is more involved now than just what appears on the surface all around us, and to beware lest their actions may not only destroy their own chances of earning a livelihood but may destroy our chances of continued freedom. Also beware, above all, of the dangerous, insidious trouble-makers that are secretly working within your union.

HOW can the Republicans ever expect to get back into power when they still insist on holding on to the old labor-hating tactics that prevailed in the days of McKinley and Harding? Wouldn't you think that as strategists their eyes would be opened as a result of the fact that the masses of the workers decide the elections? Recently here in Indiana the election of delegates to the National Convention of the Republican Party

was held, and below we describe two of the men who were elected as delegates, who will have the power of adopting a platform and helping to select a presidential candidate in the Convention:

James Watson. This is the man who was thirty-two years in the Senate and House of Representatives, and it was claimed that Watson had a clean record, that he never voted for a labor measure. He is now close to seventy-five years of age. The notorious Mulhall, the lobbyist for the Manufacturers' Association, declared during an investigation in Washington many years ago that he got Watson's vote in the Congress very cheap, that it only cost him the price of a dinner for Jim Watson and his family in the Claypool Hotel in Indianapolis. During one period of two years, in which Watson was defeated, he was hired as a lobbyist in Washington by the National Manufacturers' Association. His duties were to use his influence in every way possible against any labor legislation. He has just been elected Delegate-at-Large to the National Convention of the Republican Party by Indiana Republicans.

The next man is Ivan Morgan, who is the owner of a large packing house and is engaged in the canning of vegetables, fruits, etc. He is quite wealthy and is located in and around Columbus, Indiana. Ivan Morgan pays the lowest possible wage that he can pay. The drivers, chauffeurs and helpers employed by Morgan have been on strike there for over a year, because they cannot establish any kind of living wage within the industry. The International Brotherhood of Teamsters and Chauffeurs is paying strike benefits to these men, all of them Americans, A-1 workmen, many of them the able-bodied sons of farmers who were raised around that district of Indiana. Mr. Morgan will not talk to any labor union representative. At one time in order to offset prejudice against his goods, it is rumored he changed the name on his trucks and the names of the brands on the cases of canned goods. We merely mention this now to show the kind of men the Republicans will have making their rules and drafting their platform at the Convention. The strike is still on against the Morgan Packing Company.

Of course it is needless for us to again refer to the fact that the National Treasurer of the Republican Committee is Mr. Weir, the notorious, labor-hating head of a steel corporation. It is true he says he only fought the CIO, but in reality he hates and despises any labor union and never permitted one within his plant.

What has to happen to make the clever, able, intelligent men within the Republican Party understand that with such men as are named herein—which same class obtains throughout the different states—they are driving further and further away from them the workers of the nation, who decide the elections? How can any trade unionist be so blind or so prejudiced or so ignorant as to think he is serving Labor by voting for men of this type? Certainly I know there are labor-hating individuals within the Democratic Party, plenty of them. I know them. But they have been pushed aside for the last seven years, and all we have to do is examine the record and see what has happened towards freedom of the workers in recent years. The first thought and consideration of every labor representative and of every trade unionist should be, not what party he shall support, but who are the men who have voted for and struggled to help Labor and who have expressed, openly and without fear, their intention, if elected, of supporting legitimate labor laws.

THIS writer has stated for months past that if the President of the United States desired to be a candidate he would be elected by an overwhelming majority. I think everyone agrees with that now. It is true the situation in Europe has helped in this direction, but even if the situation in Europe did not obtain, Franklin D. Roosevelt would receive a majority of the votes because of his ability, magnetic influence, and capability in handling and explaining his record to the voters. I am of the opinion now that he will be the candidate, the unanimous choice of the Democratic Convention, and I have had this opinion for some months past, for many reasons, but mostly because many of the Democratic candidates need him at the head of the ticket to help themselves; and next, the country at large, due to the serious world conditions, needs him. Many business men will be begging for the re-election of President Roosevelt, not because they love him but because they are frightened at the world situation. Thus it is that this man, who was born under a lucky political star, will have thrust upon him again the leadership of a great democracy.

Will this great honor be helpful to Franklin D. Roosevelt? There is no doubt in my mind but that the next four years will be so nerve-wracking that perhaps his health will completely break down. There is also this to be understood and known; that if he retired now he would retire as one of the most popular and able men who have served our country since the days of Lincoln. It is quite doubtful if this honor can be maintained for the next four years if he serves as President. The Republicans are in about the same position with Roosevelt as Mark Antony was with Caesar. They can say and will say: "Not because we love our party less, but because we love our country more, do we vote for thee, Franklin."

IN ORDER to prove to the federal authorities and to the local state authorities that this International Union is bitterly opposed to any racketeering within its local unions, and for the purpose of warning and cautioning our members as per the desire of the federal and state criminal prosecutors, we are publishing below an article from the *Chicago Tribune* of June 11, 1940.

Don't you honest, decent, God-fearing and law-abiding members of our union believe when you read such cases as this—and there are others—that individuals of this type, who bring disgrace on the Labor Movement through racketeering—I repeat, don't you believe and agree with me that the next Convention should enact laws to expel such individuals permanently from our organization and to suspend or expel any local union that refuses to get rid of such characters as this, who bring disgrace and dishonor to the Labor Movement of the nation and especially to our International Union, which has done so much for its hundreds of thousands of honest, sincere citizens who are our members? I know your feeling and I know the amount of work you have put in in your respective districts to build up your unions. I know what this great union has done for you and I know that out of five hundred thousand members we have very few of this type of dishonest individuals. But I also know that you agree with me that they are the greatest injury to our Labor Movement and that they are not worthy of association with us as members of our unions. I might also state to you and to those degenerates who are dishonest, that the federal and state governments will get every one of them

in time, and, as I have said before in the columns of this Journal, it will be too late for them to cry for pity or mercy when in the hot summer months they are behind the prison bars where they belong and where they should be. Any creature so low as to use the unions for extortion and racketeering and to hire degenerates and gunmen for the purpose of collecting sums of money unlawfully, should be behind prison bars.

Instruct your delegates to our convention to support a strong amendment to the Constitution embodying a change in our laws to this effect, as has been done by several International Unions that have recently held conventions.

FOUR UNION LABOR RACKETEERS GET TERMS IN PRISON

Underworld Control Hit by New York Judge

New York [Special]—Prison sentences ranging from five to fifteen years were meted out to four racketeers who had used a labor union to extort thousands of dollars from business men. All were convicted on May 1 of extortion and conspiracy on evidence gathered by the rackets bureau of District Attorney Thomas E. Dewey.

Before imposing the sentences, General Sessions Judge James G. Wallace denounced the four as "labor racketeers." He called them a disgrace to the labor movement and asserted that they had gained control of a union by schemes to use it as an instrument to extort money. He added that they were dominated by underworld characters.

Manager Gets 15 to 30 Years

The four sentenced were members of Local 1204 of the Retail Food Clerks' Union, an affiliate of the American Federation of Labor.

They are: Nicola Elia, 32 years old, general manager of Local 1204, who was sentenced to from 15 to 30 years in state prison; Frank Persico, 30, strong arm man for the union, according to the testimony during the trial, who was sentenced to 10 to 20 years; Louis Iannecone, 28, union treasurer 7 to 14 years, and Anthony Pollemini, 32, former president of the union, 5 to 10 years.

Judge Wallace postponed until a later date the sentencing of Sol Schuster, 40, president of Local 202 of the International Brotherhood of Teamsters, an A. F. of L. affiliate, and Simon Zaiantz, 34, a strong arm man.

Two Plead Guilty

Twelve men in all were named in the indictment handed up last December 1, but four are fugitives and now are being hunted by police under Dewey's direction. Two others pleaded guilty at the start of the trial.

Testimony at the trial indicated that the activities of the defendants followed the now familiar pattern of racketeering under the guise of labor. Witnesses testified that tribute was demanded of the victims as their union contracts fell due, and that they were threatened with strikes, picketing and embargoes on their supplies.

One victim testified that he had offered to hand over a tribute of \$500, but that Elia had sneered at his offer with the remark: "That's only peanuts."

Jurors Under Guard

Another testified that Elia had extorted \$1,000 from him in 1937 and that Zaiantz was present when Elia got another \$5,000 from him in 1938. The witness added that on the latter occasion Elia had told him: "I have your business in the palm of my hand. Isn't it worth \$10,000 to buy back your business?"

During the seventeen days that the trial lasted, the jurors were under constant guard to protect them from attempts at intimidation.

THE transport workers of England have one organization with several divisions. This does not include the railroad workers except that they sit in conferences when extreme questions of transportation are involved. The group known as the Transport Workers embraces the tramway drivers, which are the bus and street car men, truck drivers of all classes, which make up the largest number, and also the dock laborers. In some instances the Seamen's Union is included. Ernest Bevin, the present head of the Transport Workers, was trained under the leadership of Ben Tillett, who is now retired. Tillett was one of the ablest men of his day in England and for many years was a member of Parliament. Tillett (who was a Socialist but was first a trade unionist) during the World War supported the government, while Bevin took the position of a pacifist, following the leadership of Ramsey MacDonald. Bevin came to the United States in 1915 during our San Francisco Convention, as a delegate from the British Trade Union Congress. I stood in the refreshment room of the Sutter Hotel in San Francisco, right beside Bevin when he made the statement that "There was no need of war." That meant that he would refuse to be governed by the draft or to fight in the World War for England. Perhaps it is not fair to mention this now and perhaps the man at that time, being young and enthusiastic, believed that the World War as far as England was concerned was unnecessary. Ramsey MacDonald, who was an outstanding pacifist then, caused a statement to be made by the British seamen that they would not man any ship in which MacDonald took passage when he was on his way to Russia to consult with other pacifists. MacDonald was afterwards elected Prime Minister of England because the Labor Party held the balance of power. Due to MacDonald's actions toward Labor while Prime Minister, he set back the Labor Party, and the labor movement in England pretty much. Before MacDonald died he was somewhat repudiated by Labor. Bevin the other day was chosen the spokesman for Labor by the Prime Minister, Mr. Churchill, to sit in on all councils dealing with Labor and labor matters, and has pledged the full support of the working men of England in every way possible to the government. Some papers say that Bevin is now in a position next in importance to the Prime Minister, Mr. Churchill. Time surely makes many changes. Loyalty to one's country is surely a great virtue. But England could and may have been destroyed in 1914 to 1918 if all British workmen took the same position as Ernest Bevin, now elevated to a position second only to the Prime Minister.

I RECENTLY addressed a meeting of the Chicago Joint Council and, to say the least, it was perhaps one of the finest and most representative meetings of common sense men that I have had the pleasure of addressing

during the many years I have been an official of the International Union. Every union connected with the Council, representing close to 50,000 members, was fully represented. The hall was filled with representatives from the local unions. General Organizer Les Goudie, who is also Vice-President of the International Union, is the President of the Chicago Joint Council. He has held this position for many years.

The minutes of the previous meeting were read by the Recording Secretary, Fred Groth, who had a detailed, typewritten report of every transaction that took place at the previous meeting and of all communications that had been received between the meetings. Every local union answered the roll call and those who deemed it necessary to elaborate were privileged to make any remarks they desired, reporting conditions within their union. The meeting lasted until close to eleven o'clock in the evening, and I want to say that those of us who have attended the meetings of this Joint Council many years ago could see by the type of men present at this meeting and the manner in which their business was taken care of, how thoroughly was exemplified the progress that the organization has made in Chicago. Not one man in that meeting had a sign of intoxicating liquor. Some of the older officers were there, but time has taken its toll, and there were many new faces, the faces of men who are now taking up the work we began, the faces of men who are full of hope and ambition and energy and, we trust, filled with the courage and backbone to carry on our great Movement. Joint Councils are important to the International Union when they function properly and in accordance with our laws, as I witnessed in Chicago during this meeting.

Each local union reported that it will be represented by its full quota of delegates at our convention in September in Washington, D. C. There will be perhaps three special trains out of Chicago to Washington. I advised them to elect as delegates to this important convention only their best and cleanest men, who could help us in amending our laws and in creating new laws which will be the means of continuing and strengthening our Brotherhood.

THE influence of the CIO is weakened by the return of the Ladies' Garment Workers' International Union to the American Federation of Labor. This organization was one of the largest dues-paying organizations that was affiliated with the CIO with the exception of the United Mine Workers. The delegates representing this membership fully understood the great injury that was being done the Labor Movement by the continued division within its ranks. Those delegates to that convention deserve credit for their constructive procedure in deciding to return to the American Federation of Labor and endeavor to adjust the disagreements existing within the courts of Labor.

Without enmity, resentment or hatred, we say that we hope and pray that other unions will follow, and we want to assure them the International Brotherhood of Teamsters in the conventions of the American Federation of Labor will do its best towards enacting laws or amendments which it believes are necessary in our modern American life, and to the present needs of Labor.

BELOW is an article by Ernie Pyle, who signs himself "Hoosier Vagabond," and who is a writer and columnist of national reputation. Ernie has a column in the Scripps-Howard papers nearly every day.

This article is in contrast to what Westbrook Pegler says about truck drivers who are members of our union, also to what was said about a year ago by my good friend Harold Ickes, who wished that sometime he could get a war tank to push the trucks off the road. There have been several women writers of national reputation who have repeatedly stated in their columns that the real gentlemen of the road are the truck drivers. Ernie left out one thing in this column of his. He forgot to state that every one of those truck drivers is a union man.

HOOSIER VAGABOND

By Ernie Pyle

ALBUQUERQUE, N. M.—While we wait for the truck for Los Angeles to finish loading, maybe I can answer a few wonderings you've had about truck drivers. For one thing, in our touring about the country we've often listened to truck drivers and restaurant waitresses making wise-cracks back and forth at each other.

It always seemed to us that the drivers were forward and crude, and the waitresses just had to smile and act like they enjoyed it, because it was good business.

But, after eating along the trucking route, I see it's different. The people who serve the truckers really enjoy them, and are fond of them. There is a mutual seeking for some gaiety in life between them.

One of the truckers' favorite spots is the Kive Inn, at the south edge of Santa Fe, N. M. The woman who runs it—Mary Boyd—caters especially to truckers. In fact, she's making it sort of a hobby, as well as a business.

Truck Drivers Are Friendly

She serves free coffee to all truckers. Many places do over the country, but here is the only one on the Denver-Albuquerque run.

She keeps a register book, and in it are 100 names of regular drivers from a dozen lines who go through Santa Fe. She knows every one by his first name. In fact, truckers always go by their first names.

I copied down a few names out of Mary's book. They always travel in teams of two, you know. Here are a few: Fuzz & Heck, Sonny & Al, Wimpy & Glen, Alabama & Floyd, Gruff & Dutch, Alex & Mutt, Quack & Gene, Bob & Bob, Big & Little Floyd.

The truckers are, on the whole, a friendly lot. They have professional antagonism for competing companies, of course. But it's a rule that they'll always stop and help out another trucker when he's in trouble.

Truckers always pull people out of ditches, or stop to help people in trouble.

The drivers see a great many accidents and have many experiences with injured people. Driver Elmer Rook has a funny story. Two women, in a sedan, ran off the road and turned over right ahead of him. The car stopped upside down.

Elmer got the women out, and took the injured one to a nearby house, and called a doctor. When he went back, the other woman asked if he'd get the car right-side up for her.

Some Roadside Generosity

After considerable work, he had the car right-side up and back on the road. The woman said she wanted to pay him for all his trouble. Elmer said no, there wasn't any charge. But the woman absolutely insisted that she pay him, and after much fuss, she dug the money out of her pocketbook and handed it to him—50 cents!

I was terrifically impressed by the way Elmer and Ernie drove. It seemed to me there was as much caution and pride and skill in their driving as in the work of a locomotive engineer.

They never went more than 45 miles an hour. They never failed to dim their lights; they never once took a turn alarmingly; they never for one second relaxed the caution it takes to protect yourself from other drivers on the road.

It's amazing the mileage they run up on these freight trucks. The one I came down in had 150,000 miles on it, and was considered practically new. One driver told me of a truck he drove on another line, that had gone 1,000,000 miles. Elmer and Ernie are as proud of the condition of their truck as if they'd bought it themselves.

And when it is necessary to send it out with some other driver on an emergency trip, the poor thing isn't safe to step into when it gets back, to hear them tell it.

—•—

HEREWITH is published a statement from *Transport Topics*, a publication owned and controlled by trucking employers. The list of these Trucking Companies which are about to be merged into one large corporation may be interesting, at least to our New England and southern membership. Kuhn, Loeb & Co., big bankers in New York, are handling the finances and will perhaps market the stock, which will be offered for sale to the public. Kuhn, Loeb & Company will, perhaps, out of the transaction get one or two million dollars for their services. All of this will be charged up to promotion and formation costs.

This is the system which was employed in the good old days of railroad mergers. This is the system which left the railroads in the condition in which they are today—bankrupt. I don't know what you can do about it except to get your Congressmen to protest this merger, which will cause considerable unemployment. Your Senators and Representatives have considerable influence with both the Interstate Commerce Commission and the Security and Exchange Commission, commonly called the SEC.

The duties of this Commission is not to permit blocks of stocks to be thrown on the public market which they believe not to be in the best interests of the public, also that they believe not to be a sound investment. The Interstate Commerce Commission can take into consideration the question of whether or not this merger is a necessity, whether it would be an improvement to the business and beneficial to the public.

It is our judgment that mergers of this kind will eventually endeavor to control rates and prices and while the Interstate Commerce Commission has control over rates and their regulation there are methods of obtaining such sanctions especially when such big mergers have a tendency to eliminate expenditures over these routes. This merger will create considerable unemployment in these companies, especially any headed by Hertz, who was never very friendly to labor. John Hertz, if you will remember, was the man who founded the Yellow Cab Company in Chicago and bitterly fought organized labor when he did control it. He sold the

business before the financial smash to General Motors for an enormous sum, running into millions. You may rest assured that if John Hertz is interested or identified with the trucking business they will not be friendly to labor. At any rate, all mergers are brought about for the purpose of reducing expenses and increasing profits and their main object is the reduction of operating costs and to reduce employment.

With millions of men and women still out of work in our country, mergers such as this will create greater unemployment, which should not be permitted. This is only one of a number of mergers which are contemplated from coast to coast. If this one goes through and has no hindrance from governmental authority, other mergers will be promoted which will enrich the bankers and brokers of Wall Street, possibly increasing costs to the public and undoubtedly increasing unemployment.

THIRD PETITION FILED BY TRANSPORT COMPANY INCREASES TOTAL TO FORTY-SIX

Davidson Transfer, Adley, Pyramid Motor Freight, McCarthy Included in \$25,000,000 Merger

With the filing of a third application to acquire twenty-four more motor carriers, the Kuhn-Loeb financed Transport Company of New York will represent a combination of forty-six trucking companies and their subsidiaries operating along the Atlantic seaboard from Massachusetts to Florida.

This combination, if approved by the Interstate Commerce Commission, will result in the largest concern in the trucking field. It will embrace not only the major operating companies in the East, but will include also large truck leasing concerns.

The total purchase price of the forty-six companies proposed to be acquired is \$22,687,000.

Companies Involved

Companies involved in the application filed and the price to be paid for control of each are:

Atlantic States Motor Lines, Inc.—\$175,000, cash; \$23,625, common stock; total, \$198,625.

Branch Motor Express Co.—\$287,500, cash; \$42,863, common stock; \$30,000, preferred stock; total, \$360,362.

Davidson Transfer & Storage Company—\$581,250, cash; \$298,375, common stock; total, \$879,625.

Hampton Roads Transportation Co.—\$36,500, cash; \$16,227, common stock; total, \$52,777.

Hertz Drive-Ur-Self Sales Corp.—\$70,000, cash; \$9,450, common stock; total, \$79,450.

Hertz Drive-Ur-Self Stations, Inc.—\$863,883, cash; \$145,800, common stock; total, \$1,009,183.

Hertz Drive-Ur-Self Stations, Inc. (Eastern States)—\$900,000, cash; \$121,500, common stock; total, \$1,021,500.

Hertz Drive-Ur-Self Stations, Inc. (Pacific)—\$926,981, cash; \$125,550, common stock; total, \$1,052,531.

Hertz Drive-Ur-Self Stations of Florida, Inc.—\$56,862, cash; \$8,201, common stock; total, \$65,063.

Hertz Drive-Ur-Self System, Inc.—\$72,500, cash; \$9,787, common stock; total, \$82,287.

Jay Bee Corporation and Shein's Express, Inc.—\$465,000, cash; \$100,875, common stock; \$30,000, preferred stock; total, \$595,875.

M & M Transportation

M & M Transportation Co.—\$935,000, cash; \$258,500, common stock; \$55,000, preferred stock; total, \$1,248,500.

McCarthy Freight System, Inc., and Southern New England Terminals Co.—\$690,000, cash; \$226,500, common stock; \$105,000, preferred stock; total, \$1,021,500.

Middlesex Transportation Co.—\$100,000, cash; \$41,875, common stock; total, \$141,875.

M. Moran Transportation Lines, Inc.—\$825,000, cash; \$423,500, common stock; total, \$1,248,500.

Nutter's System, Inc., R. S. Robey, Inc., and U-Dryvit Auto Rental Co., Inc.—\$619,101 cash; \$172,179, common stock; total, \$791,280.

Pyramid Motor Freight—\$450,297, cash; \$117,202, common stock; total, \$567,500.

Smith & Solomon Trucking Co.—\$121,875, cash; \$30,062, common stock; \$32,500, preferred stock; total, \$184,437.

Southeastern Motor Lines, Inc.—\$270,000, cash; \$70,500, common stock; total, \$340,500.

The Wright Lines—\$9,500, cash; \$1,282, common stock; total, \$10,782.

These companies showed an aggregate net profit in 1939 of \$722,000. Their net incomes last year were: Atlantic, minus \$5,000; Branch, \$11,000; Davidson, \$31,000; Hampton Roads, \$400; the six Hertz companies, \$363,000; Jay Bee, \$2,300; M & M, \$141,000; McCarthy, \$82,000; Middlesex, minus \$91,000; Moran, \$71,000; Nutter's, \$7,700; Pyramid, minus \$8,000; Robey, \$21,000; Shein's, \$7,000; Smith & Solomon, \$900; Southeastern, \$36,000; Southern New England, minus \$150; U-Dryvit, \$53,000; Wright, \$1,100.

Employment agreements were entered into with employes of Shein, Davidson, M & M, Middlesex, Smith & Solomon, Branch, U-Dryvit, Pyramid, Moran, and McCarthy.

Companies involved in the first two applications were Arrow Carrier Corporation, Paterson, N. J.; Consolidated Motor Lines, Inc., Hartford, Conn.; Brooks Transportation Company, Inc., Richmond, Va.; York Motor Express Company, York, Pa.; Kirby & Kirby, Inc., Trenton, N. J.; Mundy Motor Lines, Roanoke, Va.; Motor Haulage Company, Brooklyn; Super Service Motor Freight Co., Nashville, Tenn.; Horton Motor Lines, Charlotte, N. C., including Conger Realty Company and Brown Equipment and Manufacturing Company; Barnwell Brothers, Inc., Burlington, N. C.; Transportation, Inc., Charlotte, N. C.; Rutherford Freight Lines, Bristol, Tenn.; Miller Transport Company, Inc., Philadelphia; New York and New Brunswick Auto Express Company, New Brunswick, N. J., including Freedman Motor Service, Inc., and Niagara Motor Express, Inc., Buffalo, N. Y.

Only Super Service will lose its individual identity, at least for the time being. The Transport Company asked authority to buy it outright for \$510,000. The other companies would be controlled by the new company but would retain their individual identity and be operated as units.

It is understood that the gross annual income of all the companies involved in the plan will aggregate approximately \$40,000,000.

Capitalized at \$25,000,000

If the plan is approved by the ICC, the Transport Company will control motor carriers operating in Massachusetts, Connecticut, Rhode Island, Vermont, New York, Pennsylvania, New Jersey, Delaware, Maryland, the District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Tennessee, and Mississippi.

The company will be capitalized at \$25,000,000.

A public offering of about \$12,000,000 of common and \$100 par convertible preferred shares, not retained by officers of the parent company and the participating carriers, will be made, it was understood, with Kuhn, Loeb and Company of New York City acting as underwriter.

The Transport Company, incorporated in Delaware, will have its headquarters in New York City. Its president is B. M. Seymour, president of Metropolitan Securities, a holding company which owns Metropolitan Distributors.

IMPORTANT

Union Not Liable in Sit-Down Loss

Washington—The United States Supreme Court ruled recently that a labor union is not liable under the federal anti-trust laws for damages resulting from a sit-down strike.

The 6-to-3 decision was delivered by Justice Stone.

Chief Justice Hughes wrote a dissenting opinion in which Justices McReynolds and Roberts joined.

Stone said the activities of the labor union involved in the litigation did not sufficiently interfere with interstate commerce to constitute a violation of the Sherman act.

Stone said that although labor organizations "are to some extent and in some circumstances subject to the act (Sherman) this court has refused to apply the Sherman act in cases like the present in which local strikes conducted by illegal means in a production industry prevented interstate shipment of substantial amounts of the product but in which it was not shown that the restrictions on shipments had operated to restrain commercial competition in some substantial way."

The far-reaching opinion sustained the contentions of labor organizations for many years that they are not subject ordinarily to the law.

This decision is expected to guide the justice department in its present anti-trust campaign against labor organizations and business concerns charged with conspiracy to restrain interstate commerce.

Specifically involved was a suit by the Apex Hosiery Company, of Philadelphia, for damages sustained during a seven-week sit-down strike in 1937 by a local unit of the American Federation of Full Fashioned Hosiery Workers.

A 5-to-4 supreme court decision held in effect today that the working hours of an estimated 200,000 employees of motor carriers—excluding drivers—are subject to the wage-hour law.

In a decision by Justice Reed, the court sustained a contention by the interstate commerce commission that its power to regulate the hours of service of motor-carrier employees applies only to those whose duties affect safety of operation.

Both the ICC and the wage-hour administration took the position that all other employees—estimated at 200,000 clerks, stenographers, bookkeepers, accountants, warehousemen and similar employees—were subject to the fair labor standards act.

The American Trucking Association, Inc., of Washington, D. C., brought the litigation in an effort to compel the commission to prescribe maximum hours of service for all employees of common and contract motor carriers subject to the 1935 federal motor carrier act.

Under this legislation, the ICC has authorized a sixty-hour work-week for drivers. The fair labor standards act, administered by the wage-hour administration, provided a work-week ranging from forty-four hours the first year of its operations to forty hours beginning next October 24.

Meet the Teamsters

(Continued from Page 1)

opinion, the best informed and ablest of all labor commentators and editorial writers. If we were a truck driver we would fold their little magazine to fit our hip pocket and carry it and read it until it was worn out and then take it home to file it for its prophecies and vision.—By Walter Carter, Brotherhood of Locomotive Engineers, Div. No. 739, Bakersfield, Calif.



CORRESPONDENCE



The Fifth Column

Of all the inventions of modern warfare, the thing that strikes the greatest terror into the minds and hearts of a whole population today is not the bombs that fall in the night upon the city or quiet countryside, nor even the swift torpedo or lurking mine that sinks the unarmed merchant ship. Such methods of attack have been anticipated and measures of defense have been prepared to meet them through the use of air-raid shelters, gas masks or lifeboats.

The new horror is an old invention come back—one that is as old as history—but which was outlawed by civilization and renounced forever by all the belligerent countries at the Hague Conference.

It is the "Fifth Column"—or the Trojan Horse—the relentless boring from within, like termites gnawing at the foundation until the whole structure is rotten and the slightest breeze sends it crashing into ruins. This "Fifth Column" consists of traitors who have come not like a thief in the night, but as a "friend" at noonday, in some cases living in the homes of their innocent victims, winning their confidence, their friendship, and even their affection, until the time has come to strike. And when they do strike, they prefer stabbing in the back.

These foreign enemies have sometimes come clothed in the uniform of those whom they have later betrayed, at the critical moment throwing off their disguises and revealing their weapons of destruction. The Democracies of the world have been battered to their knees by such forces. Without the "Fifth Column," Denmark and Norway would still be masters of their own fate. And now Holland and Belgium are face to face with it.

This is not the kind of war that men have glorified for centuries—an open

fight between recognized opponents. The tactics are those of gangsters, of bank robbers, of parasites that live on the work and honest labors of other men. In our righteous indignation against these tactics used abroad, don't let us forget that the same tactics are being practiced right at home. We have our own "Fifth Column" to fight.

Our "Fifth Column" starts by fomenting hatreds in our midst. It foments race or religious hatreds, class prejudices, setting group against group, class against class, and individual against individual. Its real purpose is to break down our Democracy.

Now, of all times, we must be a united country, sinking petty differences and dislikes in one concerted effort to keep America a free nation—free not only in government, but free from the subversive influences that would sap its life blood through hatred among ourselves. Let us remember that "eternal vigilance is the price of liberty." Let us set a watch upon our tongues, our minds and our hearts. If we do this—the "Fifth Column" cannot enter here.—*Dr. Charles Stelzle.*

—●—
A labor union, like a bridge or other material structure, can sustain a certain amount of strain without being destroyed. Over-straining it reduces its effectiveness; and strain beyond a certain point will destroy it. The membership of labor unions should acquire some sort of notion as to how much strain their own particular organization can sustain, without damage.

—●—
If you can't say something good about your union don't say anything. The union has made it possible for many things otherwise you would be without. It pays to belong to an AFL union.

THE heads of your International Union are not financial wizards by any means. We were originally drivers and business agents, but we have not lost one dollar of the moneys entrusted to us by our membership in all the financial disturbances that have taken place within our country during the last thirty years, and there has been more than one.

OUR last increase in per capita tax was in our convention in Cleveland in 1920. Just imagine; you have increased the expenses of the International considerably in the past twenty years and you have not increased your per capita tax. You are still paying thirty cents a month, which is, as far as I can find out, with very few exceptions, the lowest tax paid by the members of any other International Union. And then you expect us to do the impossible, to grant your requests, whatever you ask. Brothers, we have passed from the age of miracles and the head of your organization is not supernatural. Local unions have in many instances doubled their dues each month, but they have kept it all themselves and paid nothing extra to the International Union in twenty years. This is not fair nor is it good business. Therefore, send your delegates instructed on two things: first, to raise the per capita tax substantially so that the present-day needs of the organization can be properly handled; and second, that they vote to establish a national mortuary benefit. Don't let some local fellow play to the galleries and say "We have a benefit here." Would it not help the wife of the deceased member if she could receive three, four or five hundred dollars extra from the International Union in addition to what she receives from the local union, if the local union pays a benefit? Bear this in mind, that there is no personal gain for the writer of this article if the local unions and the convention adopt these suggestions. These recommendations are made for the protection and advancement of the individual member and the solidification and helpfulness of the local union, and the continued permanency and strength of the International Union. I inherited a secession movement when I became your President. I went through two more in the past thirty-three years. Each split did damage to our Union. I want no more splits that ruin our members.

ESTABLISHING a death benefit in the International Union will help the families of our deceased members, and help to prevent any future secession, which divisions have caused us in the past such suffering; yes, even the loss of the lives of some of our best and most loyal members.

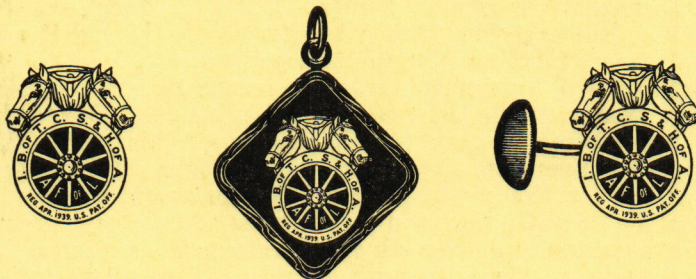
CREDENTIALS for the International Convention will be sent out on the first days of July, and the election of delegates should take place as soon as possible thereafter. The convention of the International Union opens in Washington, D. C., in Constitution Hall on Monday morning, September 9, 1940. This will be perhaps the most important and memorable convention our International Union ever held, and the progress of the International Union and perhaps of the entire Labor Movement will depend upon the quality of men you send as delegates and the work, decisions and accomplishments obtaining from their deliberations.

Official Magazine of the
**INTERNATIONAL BROTHERHOOD
of TEAMSTERS, CHAUFFEURS
STABLEMEN and HELPERS
of America**

• • •

**Wear the Emblem of Our
Organization**

ADVERTISE THE BUTTON AND EMBLEM



The Above Cuts Represent the
Button, Cuff Button and Watch Fob
Sold by the General Office

THE PRICES ARE AS FOLLOWS:

Buttons . . .	\$.25 apiece
Cuff Buttons .	1.00 a pair
Watch Charms	1.50 apiece



All orders should be sent through the Secretary of the Local Union to

THOMAS L. HUGHES, Secretary

222 EAST MICHIGAN STREET

INDIANAPOLIS, INDIANA